CLAIM AMENDMENTS

1-16. (Canceled)

17. (New) A belt tensioning unit of a seat belt, which can be retracted on a belt reel, for an occupant on a seat in a motor vehicle, comprising:

a return device, which is connected in terms of drive to the belt reel, for automatic shortening of the belt,

an extension lock of the belt, which extension lock is effective at a predetermined deceleration or acceleration of the vehicle or of its body, when a predetermined extension speed of the belt is exceeded, or both at said predetermined deceleration or acceleration and when said predetermined extension speed of the belt is exceeded,

a sensor system which is capable of recognizing potentially dangerous driving situations, accident-prone driving situations, or both potentially dangerous driving situations and accident-prone driving situations, and

a reversible clamping device, which interacts with the sensor system and can be driven by an associated motor which drives the belt reel in a clamping direction of the belt as a function of signals of the sensor system and sets an increased belt tension,

wherein a two-path transmission is arranged between the motor of the reversible clamping device and the belt reel, and

wherein paths of the transmission have different transmission ratios with correspondingly different intensification of the torque on the belt reel in comparison to motor torque.

18. (New) The belt tensioning unit as claimed in claim 17, wherein the two-path transmission can be switched over by reversing the direction of rotation of the motor, and wherein the belt reel rotates relative to the motor in one direction of rotation when the one path is switched on and in an opposite direction of rotation when the other path is switched on.

19. (New) The belt tensioning unit as claimed in claim 18, wherein paths of the two-path transmission can be switched on by two freewheels, wherein one of the freewheels locks in the one direction of rotation of the motor, and wherein the other of the free wheels locks in the other direction of rotation of the motor.

20. (New) The belt tensioning unit as claimed in claim 19, wherein the two-path transmission is designed as a planetary transmission.

21. (New) The belt tensioning unit as claimed in claim 20, wherein a first freewheel of the two freewheels is arranged between a stationary part and a planet carrier of the planetary transmission.

22. (New) The belt tensioning unit as claimed in claim 21, wherein a second freewheel of the two freewheels is arranged between the planet carrier and a sun wheel of the planetary transmission.

23. (New) The belt tensioning unit as claimed in claim 19, wherein the transmission is a cylindrical transmission with paths arranged in two radial planes at a distance from each other axially.

24. (New) The belt tensioning unit as claimed in claim 23, wherein a first freewheel of the two freewheels is arranged in one radial plane between a motor shaft and a gearwheel arranged thereon.

25. (New) The belt tensioning unit as claimed in claim 24, wherein a second freewheel of the two freewheels is arranged in another radial plane between the motor shaft and another gearwheel arranged thereon.

26. (New) The belt tensioning unit as claimed in claim 18, wherein there is a rotational clearance between a motor-side part of a transmission input and a transmission output, and wherein a slipping clutch is arranged between the transmission input and the transmission output, via which slipping clutch the transmission output can be driven within the rotational clearance in a forward or a backward direction depending on a direction of rotation of the transmission input.

27. (New) The belt tensioning unit as claimed in claim 17, wherein, between an input and an output of the two-path transmission, there are arranged a direct frictional connection and an interlocking drive train, which is stepped down in comparison to the frictional connection and, when the output moves in a direction of movement associated with the clamping direction of the belt reel, is free from inevitably being coupled in the direction of the input.

28. (New) The belt tensioning unit as claimed in claim 27, wherein the interlocking drive train is designed to be self-locking in relation to the transmission of force from the output to the input.

29. (New) The belt tensioning unit as claimed in claim 28, wherein an input worm interacts with an output worm wheel in the interlocking drive train.

30. (New) The belt tensioning unit as claimed in claim 27, wherein the direct frictional connection is designed as a slipping clutch.

31. (New) The belt tensioning unit as claimed in claim 26, wherein a clutch is arranged between the transmission output and the belt reel, said clutch opening and closing as a function of a direction of rotation of its transmission side.

32. (New) The belt tensioning unit as claimed in claim 17, wherein a clutch which can be actuated by external power is arranged between a transmission output and the belt reel.

33. (New) The belt tensioning unit as claimed in claim 32, wherein the clutch is actuated electrically.

34. (New) The belt tensioning unit as claimed in claim 19, wherein there is a rotational clearance between a motor-side part of a transmission input and a transmission output, and wherein a slipping clutch is arranged between the transmission input and the transmission output, via which slipping clutch the transmission output can be driven within the rotational clearance in a forward or a backward direction depending on a direction of rotation of the transmission input.

35. (New) The belt tensioning unit as claimed in claim 20, wherein there is a rotational clearance between a motor-side part of a transmission input and a transmission output, and wherein a slipping clutch is arranged between the transmission input and the transmission output, via which slipping clutch the transmission output can be driven within the rotational clearance in a forward or a backward direction depending on a direction of rotation of the transmission input.

36. (New) The belt tensioning unit as claimed in claim 21, wherein there is a rotational clearance between a motor-side part of a transmission input and a transmission output, and wherein a slipping clutch is arranged between the transmission input and the transmission output, via which slipping clutch the transmission output can be driven within the rotational clearance in a forward or a backward direction depending on a direction of rotation of the transmission input.